



Uncle Harry Tells About The Shipping Bill

"O Uncle Harry, you ought to see what we saw this afternoon!" shouted Jimmy the instant Uncle Harry stepped inside the house.

"What's the joke, boys?" asked Uncle Harry. "A net monkey with three ears?"

"Nothing like that," said Joe, laughing. "We were around to George Wilson's house and he showed us the boat his grandfather made."

"A boat? What kind of a boat?" asked Uncle Harry.

"Oh, it's a regular boat and it's a dandy," said Jimmy. "It's about three feet long and it has five masts and all kinds of sails, and it's all in a glass case. They don't have boats like that any more, do they?"

"Very few of them," said Uncle Harry. "I guess George's grandfather must have been a ship builder, and that boat in the glass case is evidently a model of some boat that he helped build many years ago."

"Aren't there any sailing vessels used nowadays?" asked Joe.

"Some of the old-timers are still in service," said Uncle Harry. "But steamships and oil-burning ships are the vessels of today. These newer ships are larger and can travel faster than the old sailing vessels. And that reminds me, boys, I wonder if you have read anything in the newspapers about the bill that has been introduced in Congress, which, if it is passed, will provide for the building of many new American ships."

"Is that what the papers call the 'shipping bill'?" asked Jimmy.

"That's it," said Uncle Harry. "and it's a very important bill, too."

"Aren't there any American ships?" asked Joe.

"Very few—not nearly enough," said Uncle Harry. "President Wilson and many of the Congressmen and business men of the country think that many American ships should be built to be used to carry supplies and soldiers in time of war, and to be used to carry freight in time of peace. There are many battleships and submarines in the United States navy today, but hardly any supply ships, and it's just as necessary to have these latter ships as it is fighting ships."

"You mean it is just like needing hose wrenches and coal wagons in a fire company as well as engines and hook and ladders?" asked Joe.

"Exactly," said Uncle Harry. "Would the United States Govern-



LAUNCHING A SHIP

ment build the new ships?" asked Jimmy.

"That's the plan," said Uncle Harry. "If the bill that is being considered by Congress is passed the United States Government will build a lot of ships and either run them herself, or lease or sell them to companies of American business men. If the ships are sold it will be with the agreement that they can be taken back by the Government in the event of our country getting into war."

"Who would have charge of this work?" asked Joe.

"There would be a shipping board, composed of two members of the President's Cabinet—the Secretary of the Navy and the Secretary of Commerce, and three other men appointed by the President."

"But Uncle Harry, there used to be plenty of American ships, didn't there?" asked Jimmy.

"Yes, there was a time when the United States had the finest fleet of vessels in the world," said Uncle Harry. "That was back in the days of the sailing ships. But since the coming of the steamship most of the vessels have been built and owned by men and companies in European countries. Ever since the civil war there has been talk about building an American merchant marine—that is, American ships for carrying freight and passengers, but it has never resulted in anything more than talk. Now President Wilson believes that it is time to act, and he has asked Congress to pass the shipping bill. The European countries are using most of their ships to carry war supplies and soldiers, and that has hand-

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YOU'RE BILIOUS!
CLEAN LIVER AND
BOWELS TONIGHT

Don't stay headachy, sick, or have bad breath and sour stomach.

Wake up feeling fine! Best laxative for men, women and children.



Enjoy life. Remove the liver and bowel poison which is keeping your head dizzy, your tongue coated, breath offensive, and stomach sour. Don't stay bilious, sick, headachy, constipated and full of cold. Why don't you get a box of Cascarets from the drug store and eat one or two tonight and enjoy the pleasant, gentle liver and bowel cleansing you ever experienced. You will wake up feeling fine and fine. Cascarets never gripe or sicken like salts, pills, and calomel. They act so gently that you hardly realize you have taken a cathartic. Mothers should give cross, sick, bilious or feverish children a whole Cascaret any time—they act thoroughly and are harmless.—Adv.

THE "ENDLESS CHAIN"
ANGER OF CATARRH

S. S. S. the Proper Safeguard

Catarrh is a "cold" in its chronic form. The air is filled with bacteria which is taken into the mouth and nose through the process of breathing. When the body is in a healthy condition no harm results. But with our modern methods of indoor living and sedentary occupations, the mucous membranes are usually not able to "throw-off" this harmful bacteria, making catarrh a very common ailment. These germs breed and multiply, causing inflammation, the blood rushes to the membranes to fight off the bacteria. When the blood is in a vigorous condition its "defensive" efforts are successful. Otherwise the cold "hangs on"—turns into catarrh.

Catarrh is a chronic inflammation of the mucous membranes. Mucous membranes are the lining on all the internal cavities of the body. Get that—ALL cavities! There is the "endless chain" element of danger.

The only way to treat catarrh is to purify the blood. The surest way to purify the blood is to take S. S. S. Write us for special advice. Swift Specific Co., Atlanta, Georgia.—Adv.

Cost of a Ton of Anthracite Coal from Mine to Cellar

A Ton of Anthracite Stove Coal (weighing 2240 pounds) and Delivered in the Coal Bin in New York District at \$7.25 Averages at the Mine \$3.55 and Yields a Return, on the Investment, of 20 Cents.

The lack of accurate information, relative to the production, carrying and marketing of coal, has caused many fair-minded men to ask questions, believing that there was a tremendous profit for someone connected with the coal industry, either in its production, transportation or sale and delivery.

That there may be no further doubt on this subject, there is set forth below, a plain, easily-understood statement, showing the cost in detail.

Cost to Consumers, Per Ton.	\$7.25	Per long ton of 2,240 lbs. or \$4.80 av. cost per ton of 2,000 lbs.
Retailing Cost (Average) Per Ton		
Rent of office and yard, lighterage, handling at yard, breakage, cartage, administration expenses and retailers' profit, per ton....	\$2.15	
Transportation Cost (Average) Per Ton		
Freight from Lehigh and Schuylkill regions to New York harbor, per ton	1.55	
Production Cost (Average) Per Ton		
Colliery cost, per ton, labor (approximately \$1.80); materials of all kinds, royalty, taxes, depreciation of coal lands, and equipment, administration expenses and accident indemnities, per ton	2.40	
Losses on small sizes of coal, sold at less than cost of production, per ton95	
Operators' Earnings, available for return on investment, average per ton, (Latest report of U. S. Census shows less)20	
	\$7.25	

The operators have no part in retailing coal and the figures of cost and profit for retailer represents the difference between the price to the retailer and the cost to the consumer. This retail value of \$7.25 per long ton or \$6.50 per short ton, varies in different cities and towns because of varying freight rates and varying conditions governing the handling and delivery of coal to the consumer.

In order to encourage the buying of coal, in the months of low consumption, and to insure regularity of mine operation and labor employment, the prices are fixed below the average in the Spring and above the average in the Winter months, varying in the same town with the seasons of the year.

Average Receipts of Various Sizes of Coal at the Mine

Anthracite, as it comes from the mine, is a mixture of all sizes, from lump to dust, and contains a certain amount of rock, slate and bone. In order to remove the refuse, break down the lump coal and screen the product into nine commercial sizes, the mine coal is dumped into a "breaker," where it is subjected to an extensive and expensive manufacturing process. The proportion of the resultant sizes is a matter beyond the control of the operator and depends on the character of the coal he gets from the mine. The percentage of each size varies as between different collieries and at different times at the same colliery. What is more to the point, the market price of the different sizes varies more widely than the percentage of each.

The report of the U. S. Geological Survey for 1914, page 717, gives the amount and percentages of each size produced in that year in the entire field. By using these percentages and by assigning to each size of coal the average net receipts at the mine actually realized by some of the larger companies, it can readily be determined that each 100 tons of coal dumped into the breaker would produce the following average result:—

Size of Coal.	Part of Each in 100 Tons.	Average Price Realized.	Total Value.
Domestic Lump and Broken	5.30 tons	at \$2.95	\$15.63
Domestic Egg	12.40 tons	at 3.45	42.78
Domestic Stove	20.60 tons	at 3.55	73.12
Domestic Chestnut	23.00 tons	at 3.75	86.25
Domestic Pea	11.80 tons	at 1.80	21.24
Domestic Buckwheat	13.40 tons	at 1.80	24.12
Domestic Rice	6.80 tons	at 1.80	12.24
Domestic Barley	6.70 tons	at 1.80	12.06
Average value per ton	100.00 tons		\$268.10
			\$2.68

Losses from shrinkage, rescreening, on account of storage and rehandling, bring the price down to about \$2.60 per ton at the mine—the last figures reported by the United States Geological Survey, to which adding loss on small sizes of coal sold below cost of production (.95 cents a ton) makes a total of \$3.55 per ton.

At some mines the cost of labor is less and the proportions of profitable sizes are greater and the profits correspondingly larger, but there are just as many where the proportion of domestic coal is less and the colliery returns lower. Public necessity requires the output of all the mines, and the price of the entire product must be high enough to enable the continued operation of those mines which yield the smaller returns, but which must be operated in order to supply the needs of the public.

The situation is much like that of the butcher who buys his beef on the "side" for 10 cents a pound. He sells his choice cuts at 30 cents a pound, less desirable cuts at 20 cents a pound and brisket and shin bone at 9 cents a pound. His profits are obtained from the choicer cuts. The anthracite operator gets from 55 cents to \$3.75 per ton for his coal, selling 40 per cent of his output below the cost of production. He cannot get more for his small sizes, because they are in competition with bituminous coal for steam purposes.

Freight Charges Determined By Law

Those who question this item should realize that the making of freight rates on coal, as well as on every other commodity in the United States, is in the hands of the Interstate Commerce Commission, which has full power to raise, lower or confirm existing freight rates. On April 1st, of this year, an order of the Interstate Commerce Commission becomes effective, establishing a comprehensive schedule of freight rates on Anthracite Coal throughout the entire section of the United States bounded by the Mississippi, Ohio and Potomac Rivers and the Atlantic Ocean.

What a Twenty (20) Per Cent. Increase in Wages Will Mean

The anthracite industry as a whole is now conducted on as low a margin of profit as is possible if the operators are to continue to serve the public.

Among other demands, the miners ask for an increase of Twenty (20) per cent. in wages. The cost of this one demand alone to the anthracite industry will be \$23,000,000.00 annually, which is approximately twice the total profits made by the operators, as stated by the latest report of the United States Bureau of the Census.

DODSON COAL COMPANY, By ALAN C. DODSON, President.
DELAWARE LACKAWANNA & WESTERN COAL COMPANY, By E. M. LONNIE, Vice President.
THE DELAWARE & HUDSON COAL COMPANY, By W. H. WILLIAMS, Vice President.
GREEN RIDGE COAL COMPANY, By W. L. CONNELL, President.
KINGSTON COAL COMPANY, By F. E. ZERBEY, General Manager.
THE LEHIGH COAL AND NAVIGATION COMPANY, By S. B. WARRINER, President.

LEHIGH VALLEY COAL COMPANY, By F. M. CHASE, Vice President.
LEHIGH AND WILKES-BARRE COAL COMPANY, By C. F. HUBER, President.
MADEIRA, HILL & COMPANY, By F. C. MADEIRA, President.
G. B. MARKLE COMPANY, By JOHN MARKLE, President.
A. FARDER & COMPANY, By FRANK FARDER, President.
PENNSYLVANIA COAL COMPANY, By W. A. MAY, President.

THE PHILADELPHIA & READING COAL AND IRON COMPANY, By W. J. RICHARDS, President.
SCRANTON COAL COMPANY, By J. E. DICKSON.
SUSQUEHANNA COAL COMPANY, By MORRIS WILLIAMS, President.
TEMPLE COAL COMPANY, By S. B. THORNE, President.
J. S. WENTZ & COMPANY, By D. E. WENTZ.
WEST END COAL COMPANY, By C. D. SIMPSON.
WHITNEY & KENNEDY, By J. L. KENNEDY.

Committee Representing Anthracite Operators

TIMES WANT ADS BRING BEST RESULTS

CARDINAL VISITS HOLY NAME CHURCH

His Eminence Confirms Large Class in Northeast Washington Today.

The annual visit of Cardinal Gibbons to the Holy Name Church was made yesterday and a class numbering many children and some adults were presented to the distinguished prelate for confirmation.

The elaborate services began at 10:30 o'clock with the celebration of high mass. The Rev. C. A. Dubray was the celebrant, with Fathers Olds and Buton serving as deacons. The cardinal sat upon a throne within the chancel rail, and many priests were present to serve as an escort to his eminence.

The members of the confirmation class received communion at the 8 o'clock mass. The music for the mass was furnished by the senior choir, directed by Miss Anna Doyle, who sang Gloria's mass. The junior choir sang at the 8 o'clock service.

British Author to Talk On U. S. Foreign Policy

Norman Angell, author of "The Great Illusion" and one of the four founders of the British Union of Democratic Control, will deliver an address at the National Press Club at 8:30 o'clock Wednesday evening on "American Foreign Policy." The address is expected to deal largely with "preparation of policy with special regard to the United States."

Though born in England, Mr. Angell has spent much time in America and has represented American newspapers both in this country and abroad.

Col. Harts to Speak on Development of Capital

An illustrated address by Col. W. W. Harts, superintendent of public buildings and grounds, on "Washington Today and a Glimpse of Washington of Tomorrow," will be the feature of a joint meeting of company section No. 4 of the American Electric Railway Association and the commercial section of the Potomac Electric Power Company at 8 o'clock tomorrow evening at 231 Fourteenth street northwest. A musical program has been arranged.

Lecture to Be Heard at Catholic University

The Rev. Peter J. O'Callahan, of the Apostolic Mission House at Brookland, will speak on the "Ideals of a Student" in McMahon Hall at the Catholic University tonight at 8:15 o'clock. George A. Kehoe, of Albany, president of the Leo XIII. League, will preside.